

The Holmes County Farmer.

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MILLERSBURG, OHIO, THURSDAY MORNING, NOVEMBER 21, 1861.

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THE Holmes County Farmer.

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dispatch, in the best style, and on reasonable terms.

Business Directory.

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Office—Up stairs in Critchfield's Corner
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Inserted, from one to an entire set, on gold
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Rooms, three doors west of Weston's Sal-
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Professional calls promptly attended to.
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O. Office on Main street, formerly occupied
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Street, Three Doors West of Weirich's
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can Hardware, Cutlery, Oils, Paints, Glas-
sware, Pine Doors Sash, and Coach Trim-
mings. n20tf.

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H. M. LEE, Proprietor, Main Street, Millers-
burg, Ohio. n5.

OHIO HOUSE.
I. HOXWORTH, Proprietor, west end of Main
street, Millersburg, O. n20tf.

A. J. BELL.
COUNTY RECORDER AND NOTARY
PUBLIC, Millersburg, Ohio. He is at all
times ready to furnish, fill up, and take acknowl-
edgments of all kinds of Deeds, Conveyances,
mortgages, and powers of Attorneys, and Record
the same, take Depositions to be used in any of
the courts of this State. Also, Protest Notes, Bills
of exchange, &c. n20tf.

SPARTAN LODGE NO. 126.
O. F. Free and Accepted Masons, meet the Fri-
day on or preceding the full moon in every
month, at the Masonic Hall.
J. W. VORLES, Secretary

HERZER & SPIEGEL.
SUCCESSORS TO
E. STEINBACHER & CO.,
Produce and Commission Merchants,
DEALERS IN
FLOUR, GRAIN, MILL STUFFS,
SALT, FISH, WHITE & WATER LIME, &c. &c.
AND PURCHASERS OF
Wheat, Rye, Corn, Oats, Wool,
SEEDS, DRIED FRUIT, BUTTER, EGGS &c. &c.
HERZER & SPIEGEL,
MILLERSBURG, OHIO.
May 20, 1861. n20tf.

BAKER & WHOLE.
Forwarding and Commission Merchants
AND DEALERS IN
SALT, FISH, PLASTER, WHITE & WATER LIME,
PURCHASERS OF
Flour, Wheat, Rye, Corn and oats
CLOVER AND TIMOTHY SEED.
—ALSO—
UTTER, EGGS, LARD, TALLOW
Small shodded DRIED FRUITS.
WAREHOUSE MILLERSBURG, OHIO.
n20

B. B. STAFFORD.
HAS OPENED A
Wholesale Liquor Store,
in the Rooms heretofore occupied by Mulcahy's Store,
MILLERSBURG, OHIO.
Where pure quantities of all kinds of liquors can be
bought at the lowest city price.
B. B. STAFFORD.
April 25th, 1861. n20tf.

NOTICE.
UNION LINE EXPRESS COMPANY.
BENJAMIN COHN
Having been appointed local agent of this company, in
MILLERSBURG, OHIO,
would say to the business public that they are located
up town at the store of Benjamin Cohn, where all matters
pertaining to the transportation of Bank Notes, Gold,
Valuables, Merchandise, &c. Produce, will receive due
attention and prompt dispatch.
Our Express leaves the office daily in charge of our
Messengers on fast passenger trains to all accessible
ports of the State and Canada.
Collections with or without payment will be made and
promptly returned.
Special and satisfactory notes given to regular
shippers of Butter, Eggs, Poultry, &c. to foreign markets.
Wm. HENRY, Supl.,
Cleveland, O.
Millersburg, Aug. 22, 1861—n20tf.

COVERLETS! COVERLETS!
DO YOU WANT a good, heavy Coverlet if so, call
at the
United States Clothing Store.
They have received a very large lot from a Pennsylvania
manufacturer at very low prices. Come and see!
HOFFMAN & MOORE,
Nov. 14, 1861.

Particulars of the Fight, and Landing of the Great Naval Expedition.

PRIVATE LETTER FROM CAPT. DUPONT.

The following is a portion of a private
letter from Flag-officer Dupont, to the
Assistant Secretary of the Navy:
FLAG-SHIP WABASH, PORT ROYAL,
November 9, 1861.

MY DEAR MR. FOX: During the dis-
heartening events of our passage my faith
never gave way, but at some moments it
seemed appalling. On the other hand I
permit no elation at our success, yet I
cannot refrain from telling you that it has
been more complete and brilliant than I
ever could have believed. I have been un-
able to send a detailed official account of
the battle. My report is full up to the eve
of it, and I think will interest you; but I
had to content myself with a succinct ac-
count, which I think will be liked as well
as a more detailed narrative. This I will
however, forward in time for the Secre-
tary's report. I kept under way and
made three turns, though I passed five
times between the forts. I had a flank-
ing division of five ships to watch, and
old Tattall, too, who had eight small and
swift steamers ready to pounce upon any
of ours, should they be disabled. I could
get none of my big frigates up. I thought
Sabine would have gotten clear up to the
St. Lawrence. I sent no word, however,
and the Savannah was blown off. I do
not regret it, however, except on their ac-
count. I believe my plan was clever. I
stood against the tide, and had the man-
agement the better in consequence. Their
confidence was extreme that they could
drive us away. They fought bravely, and
their rifle guns never missed. An
80-pounder rifle ball went through our
mainmast in the very centre, making an
awful hole. They aimed at our bridge
where they knew they could make a hole
if they were lucky. A shot in the centre
let water into the after magazine, but I
saved a hundred lives by keeping under
way and bearing in close. We found
their eight graduated at six hundred
yards. When they once broke the stam-
pede was intense, and not a gun was
spiked. In truth I never conceived of
such a fire as that of this ship on her
second turn, and I am told that its effect
upon the spectators outside of her was
intense. I am told that when they saw
our flag on shore they were powerless to
cheer but wept. General Sherman was
deeply affected, and the soldiers are loud
and unstinting in their expressions of ad-
miration and gratitude. The works are
most scientifically constructed, and there
is nothing like Fort Walker on the Potomac.
I did not allow the victory to
check our ardor, but dispatched some
vessels, under Capt. Gillie, over the other
side. To-day I have sent an expedition
to Beaufort to save the light vessels, but
they were fired instantly after the surren-
der.

Beaufort is deserted. The negroes are
wild with joy and revenge. They have
been shot down, they say, like dogs, be-
cause they would not go off with their
masters. I have already a boat at Skull
Creek, and the communication between
Savannah and Charleston is cut off.

On the morning of Tuesday the Wabash
crossed the bar, followed closely by
the Suquehanna, the Atlantic, Vanderbilt
and other transports of deep draft, run-
ning through that portion of the fleet al-
ready in. The safe passage of this great
ship over the bar, was hailed with grati-
fying cheers by the crowded vessels. We
anchored, and immediately commenced
preparing the ship for action. But the
delay of planning the buoys, particularly
on the Fishing Rip, a dangerous shoal
where our squadrons might find shelter
possession a depot, and afford protection to
loyal citizens, committed to my discre-
tion the selection from among those places
which it thought available and desirable
for these purposes. After mature delib-
eration aided by the professional knowl-
edge and great intelligence of the As-
sistant Secretary, Mr. Fox, and upon taking
into consideration the magnitude to which
the joint naval and military expedition
had been extended, to which you have
called my attention, I came to the con-
clusion that the original intention of the
Departments, if carried out, would fall
short of the expectations of the country,
and of the capabilities of the expedition,
while Port Royal, I thought, would meet
both in a high degree.

I therefore submitted to Brig. General
Sherman, commanding the military part
of the expedition, this modification of
our earliest matured plans, and had the
satisfaction to receive his full concurrence,
though he and the commanders of the
brigade very justly laid great stress on
the necessity, if possible, of getting this frigate
into the harbor of Port Royal.

On Tuesday, the 20th of October, the
fleet under my command left Hampton
Roads, and with the army transports,
numbered 50 vessels. On the day pre-
vious I had dispatched the coal vessels,
twenty five in number, under convoy of
the Vandallia, Commander Haggerty, to
rendezvous off Savannah, not wishing to
give the true point of the fleet. The
weather had been unsettled in Hampton
Roads, though it promised well when we
sailed. But off Hatteras it blew hard,
some ships got into the breakers, and two
struck, but without injury, on Friday, the
1st of November. The rough weather
soon increased into a gale, and we had
to encounter one of great violence from
the Southeast, a portion of which was
approached to a hurricane. The fleet was
utterly dispersed, and on Saturday morn-
ing one sail was in sight from the deck of
the Wabash. On the following day the
weather moderated, and the steamers and
ships began to re-appear. The orders
were opened, except those in case of sep-
aration. These I were furnished to all
the men-of-war by myself and to the
transports by Brig. Gen. Sherman. As
the vessels rejoined reports came in of
disasters. I expected to hear of many, but
when the severity of the gale and the
character of the vessels are considered,
we have only cause for great thankfulness.

In reference to the men of war, the *Jeau*
Smith, a most efficient and well armed
vessel, for the class purchased, but not in-
tended to encounter such sea and wind,
had to throw her formidable battery over-
board to keep from foundering; but thus
relieved, Lieutenant-Commanding Nich-
olson was enabled to go to the assistance
of the chartered steamer Governor, then
in a very dangerous condition, and board
of which was our fine battalion of mar-
ines, under Major Reynolds. They were
finally rescued by Capt. Ringold, in the
Sabine, under difficult circumstances, soon
after which the Governor went down. I
believe that seven of the marines were
drowned by their own imprudence. Lieut.
Com'd'r Nicholson's conduct in the *Jeau*
Smith has met my warm commendation.
The *Peersless*, transport, in a sinking con-
dition, was met by the *Mohecan*, Com-
mander Gordon, and all the people on
board, twenty-six in number, were saved
under very peculiar circumstances, in
which service Lieut. J. W. Miller was
very favorably noticed by his commander.

On passing Charleston, I sent in the
Seneca, Lieut. Commanding Ammen, to
direct Capt. Lardner to join me with the
steamer *Susquehanna*, off Port Royal,
without delay.

On Monday, at 8 o'clock in the morn-
ing, I anchored off the bar with some
twenty-five vessels in company, with
many more leaving in sight.
The Department is aware that all the
aid to navigation had been removed,
and the bar lies ten miles seaward, with
no features on the shore line with suf-
ficient prominence to make any bearings
reliable. But through the skill of Com-
mander Davis, the fleet Captain, and Mr.
Boutelle, the able Assistant of the Coast
Survey, in charge of the steamer *Fizes*,
the channel was immediately found,
sounded out and buoyed. By 3 o'clock,
I received assurances from Capt. Davis
that I could send forward the lighter
transports, those under eighteen feet, with
all the gunboats, which was immediately
done, and before dark they were securely
anchored in the roadstead of Port Royal,
South Carolina. The gunboats almost
immediately opened their batteries upon
two or three rebel steamers under Com-
modore Tattall, instantly chasing him
under the shelter of the batteries. In the
morning Commander John Rogers, of the
U. S. steamer Flag, temporarily on board
this ship, and acting on my staff, accom-
panied by Brig. Gen. Wright in the gun-
boat *Osceola*, Lieut. Commanding Stevens
and supported by the *Seneca*, Lieut. Com-
manding Nicholson, made a reconnais-
sance in force, and drew the fire of the
batteries on Hilton Head and Bay Point
sufficiently to show that the fortifications
were works of strength and scientifically
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and Mr. Boutelle reported water enough
for the *Wabash* to venture in.

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a frigate was not a light one, over a
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sustained most serious injury from strand-
ing if not totally lost. Too much, how-
ever, was at stake to hesitate, and the re-
sult was entirely successful.

the honor to carry with him the cap-
tured flags, and two small brass field-
pieces, lately belonging to the State of
South Carolina, which are sent home as
suitable trophies of the success of the day.
I enclose herewith a copy of the gen-
eral order which is to be read in the fleet
to-morrow morning at muster.
A detailed account of this battle will
be submitted hereafter.
I have the honor to be,
Very Respectfully,
Your Obedient Servant,
S. F. DUPONT, Flag-officer,
Commanding South Atlantic Blockading
Squadron.

P. S.—The bearer of dispatches will
also carry with him the first American
ensign raised upon the soil of South Car-
olina since the rebellion broke out.
S. F. D.
SUPPLEMENTAL DISPATCH.
FLAG-SHIP WABASH, OFF HILTON HEAD,
PORT ROYAL, Nov. 9, 1861.

Hon. Gideon Welles:
Sir—Since writing my official dis-
patches, I have sent gun-boats to take
possession of Beaufort, and to protect the
inhabitants, but I regret to say they have
 fled, and the town is abandoned to the ne-
groes, who are reported to me in a
lawless condition. The light vessels,
which I hoped to have made use of, were
destroyed on the deserts of the forts by
the rebels. The Post-office was visited,
and a number of documents, letters, &c.,
were obtained. I have covered Skull
Creek, the mouth of Broad River, and
have cut off this communication between
Charleston and Savannah. Respectfully,
your obedient servant,
S. F. DUPONT, Flag-officer,
Commanding South Atlantic Blockading
Squadron.

GENERAL ORDER TO THE FLEET.
FLAG-SHIP WABASH, OFF HILTON HEAD,
PORT ROYAL, Nov. 8, 1861.
GENERAL ORDER No. 2.—It is the
grateful duty of the Commander-in-Chief
to make a public acknowledgment of his
entire commendation of the coolness, dis-
cipline, skill and gallantry displayed by
the officers and men under his command,
in the capture of the batteries at Hilton
Head and Bay Point, after an action of
four hours' duration.
The Flag-officers fully sympathize
with the officers and men of his squadron
in the satisfaction they must feel at see-
ing the ensign of the United States waving
once more in the State of South Car-
olina, which has been the chief promoter
of the wicked and unprovoked rebellion
they have been called upon to suppress.
S. F. DUPONT, Flag-officer,
Commanding South Atlantic Blockading
Squadron.

OFFICIAL REPORT OF GEN. SHERMAN.
HEADQUARTERS EXPEDITION CORPS.
PORT ROYAL, S. C., Nov. 8, 1861.
Adjutant General U. S. Army Wash-
ington, D. C.
Sir: I have the honor to report that
the forces under my command embarked
at Annapolis, Maryland, on the 21st of
October, and arrived at Hampton Roads,
Virginia, on the 22d.
In consequence of the delay in the ar-
rival of some of our transports, and the
unfavorable state of the weather, the
fleet was unable to set out for the South-
ern coast until the 20th, when, under the
convoy of a naval squadron in com-
mand of Commodore DUPONT, and after
the most mature consideration of the ob-
ject of the expedition by that flag-officer
and myself, it was agreed to first re-
duce a works that might be found at Port
Royal, S. C., and thus open the finest
harbor on the coast that exists south of
Hatteras.

It was calculated to reach Port Royal
in five days at most, but in conse-
quence of adverse winds and a perilous
storm on the day and night of the 1st
of November, the fleet arrived at Port
Royal bar not until the 4th, and then but
in part, for it had been almost entirely
dispersed by the gale, and the vessels have
been straggling in up to this date.
The transport steamers *Union*, *Bel-
vedere*, *Osceola* and *Peersless* have not arrived.
Two of them are known to be lost, and
it is probable all are.

It is gratifying, however, to say that
none of the troop transports connected
with the land forces were lost, though
the *Winfield Scott* had to sacrifice her
whole cargo, and the *Roonke* a portion
of her cargo, to save the lives of the reg-
iments on board. The former will again
be unable to put to sea. The vessels
connected with the naval portion of the
fleet have been lost, and some have
been disabled.

A careful reconnaissance of Port
Royal Bay it was ascertained that the re-
bels had three fieldworks of remarkable
strength, strongly garrisoned, and cov-
ered a fleet of the gunboats, under Cap-
tain TATTALL, of the United States Navy, be-
sides strong land forces, which the rebels
were concentrating from Charleston and
Savannah. The troops of the rebels were
afterwards ascertained to have been com-
manded by Gen. BRAYTON.

One of the forts, and probably the
strongest, was situated on Hilton Head,
and the other two on Phillips Island. It
was deemed proper to first reduce the
fort on Hilton Head, though to do this
a greater or less fire might have to be
done from the batteries on Bay Point. At
the same time our original plan of co-opera-
tion of the land forces in this attack had
to be set aside in consequence of the loss
during the voyage of a greater portion
of our means of disembarkment, together
with the fact that the only point where
the troops should have landed was from
5 to 6 miles measuring around the inter-
vening shoal, from the anchoring place
of our transports, altogether too great a
distance for successful disembarkment with
our limited means. It was therefore ag-
reed that the place should be reduced
by the naval force alone. In conse-
quence of the shattered condition of the
fleet, and the delay of the arrival of ves-
sels that were indispensable for the at-
tack, it had to be postponed until the
7th inst.

I was merely a spectator of the combat,

and it is not my province to render any
report of this action. I deem it an im-
perative duty to say that the firing and
manoeuvring of our fleet against that of
the rebels and their formidable land
batteries, was a masterpiece of activity
and professional skill, that must have el-
evated the applause of the rebels themselves,
as a tactical operation. I think that too
much praise cannot be awarded to the sci-
ence and skill exhibited by the flag-officer
of the Naval Squadron, and the officers
connected with his ships. I deem the
performance a masterpiece one, and ought to
have been seen to be fully appreciated.

After the works were reduced I took
possession of them with the land forces.
The beautifully constructed work on Hil-
ton Head was severely crippled, and
many of the guns dismantled. Much
slaughter had evidently been made there,
many bodies having been buried in the
fort, and some twenty or thirty were found
some half a mile distant. The island, for
many miles, was found strewn with army
accoutrements and baggage of the rebels,
which they threw away in their hasty re-
treat. We have also come into posses-
sion of about forty pieces of ordnance, most
of which is of the heaviest calibre and of
the most approved modes, and a large
quantity of ammunition and camp-equipage.

It is my duty to report the valuable
services of Mr. Boutelle, Assistant in the
Coast Survey, assisting with his accurate
and extensive knowledge of this country.
His services are invaluable to the army
as well as the navy, and I earnestly re-
commend that important notice be taken
of this very able and scientific officer by
the war department.
I am, very respectfully, your
Obedient Servant,
T. W. SHERMAN,
Brigadier-General Commanding.

GEN. SHERMAN'S PROCLAMATION TO THE PE-
OPLE OF SOUTH CAROLINA.
After landing and taking possession of
the forts, Gen. Sherman issued the fol-
lowing proclamation:
To the people of South Carolina:
In obedience to the orders of the Presi-
dent of these United States of America,
I have landed on your shores with a small
force of National troops. The dictates
of a duty, which, under the Constitution,
I owe to a great sovereign State, and to
a proud and hospitable people, among
whom I have passed some of the pleasant-
est days of my life, prompt me to pro-
claim that we have come amongst you
with no feelings of personal animosity;
no desire to harm your citizens, destroy
your property, or interfere with any of
your lawful laws, rights, or social and
local institutions, beyond what the causes
herein briefly alluded to may render un-
avoidable.

Citizens of South Carolina: The civil-
ized world stands appalled at the course
you are pursuing! Appalled at the crimes
you are committing against your own
people, the best, the most enlightened, and
heretofore the most prosperous of nations.
You are in a state of active rebellion
against the laws of your country. You
have lawlessly seized upon the forts, ar-
senals and other property belonging to our
common country, and within your borders
with this property you are in arms, and
waging a ruthless war against your Con-
stitutional Government, and thus threat-
ening the existence of a government which
you are bound by the terms of the solemn
compact to live under and faithfully sup-
port. In doing this you are not only
undermining and preparing the way for
totally ignoring your own political and
social existence, but you are threatening
the civilized world with the odious con-
tinued of self-government is impossible
with civilized man.

Fellow Citizens: I implore you to pause
and reflect upon the tenor and consequen-
ces of your acts. If the awful sacrifice
made by the devastation of our property,
the shedding of fraternal blood in battle,
mourning and wailing of widows and or-
phans throughout our land, are insufficient
to deter you from further pursuing this
unhappy war, then ponder, I beseech you,
upon the ultimate, but not less certain
result which its further progress must ne-
cessarily and naturally entail upon your
once happy and prosperous State. Indeed,
can you pursue this fratricidal war, and
continue to imbue your hands in the loyal
blood of your countrymen, your friends,
your kinsmen, for no other object than
to unlawfully disrupt the Confederacy
of a people—a Confederacy established
by your own hands, in order to set up
were it possible, an independent Govern-
ment under which you can never live in
peace, prosperity or quietness.

Carolinians: We have come among
you as loyal men, fully impressed with
our constitutional obligations to the citi-
zens of your State. Those obligations
shall be performed as far as is in our pow-
er, but, be not deceived; the obligation of
suppressing armed combinations against
the constitutional authority is paramount
to all others.

It is in the performance of this duty,
our minor but important obligations
should be in any way neglected, it must
be attributed to the necessities of the case;
because right dependent on the laws of
the State must be necessarily subordinate
to military exigencies, created by insur-
rection and rebellion.
W. SHERMAN, Brig. Gen. Com.
HEADQUARTERS, G. C., PORT ROYAL, NOV. 8.

A Runed Town.
An officer of Gen. Sturgis's command
in Missouri, writes to his friends in Cin-
cinnati: The ruins of Osceola present a
sad picture of war. Osceola was the com-
munity seat of St. Clair county, and had a pop-
ulation of two or three thousand, and did
5 to 6 miles measuring around the inter-
vening shoal, from the anchoring place
of our transports, altogether too great a
distance for successful disembarkment with
our limited means. It was therefore ag-
reed that the place should be reduced
by the naval force alone. In conse-
quence of the shattered condition of the
fleet, and the delay of the arrival of ves-
sels that were indispensable for the at-
tack, it had to be postponed until the
7th inst.

General George B. McClellan.

The resignation of General Scott has
placed upon the shoulders of a remark-
able man. This is true not only in the
common, but the original acceptance of
the word. McClellan has always been a
remarkable man. And now especially,
when
"All tongues speak of him,
And the blessed sights are expected to see him,"
a review of his past life and services is
as much a duty as a pleasure to every
citizen who helps him carry the weight of
our threatened Commonwealth.

George B. McClellan was born at Phil-
adelphia on the 3d of December, 1828, his
father being an eminent physician of that
city. At the age of 15, or in 1842, he en-
tered the West Point Academy, and in
1846, at the age of twenty was graduated
second in his class. On the 1st of July of
that year he was breveted second lieu-
tenant of engineers. By an act of Con-
gress passed during the May previous, a
company of sappers, miners and ponton-
iers was added to the engineer corps, and
in this company McClellan was commis-
sioned.